



FITTING INSTRUCTIONS FOR CP0589 SYMMETRICAL CRASH PROTECTORS



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,
THESE RUBBER WASHERS CAN BE THROWN AWAY.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

WWW.RG-RACING.COM

Racing Technique Ltd t/A R&G
Unit 1, Shelleys Lane, East Worldham, Alton, Hampshire, GU 34 3AQ
Tel: +44 (0)1420 89007 www.rg-racing.com Email: infor@rg-racing.com

**GENERAL TORQUE SETTINGS**

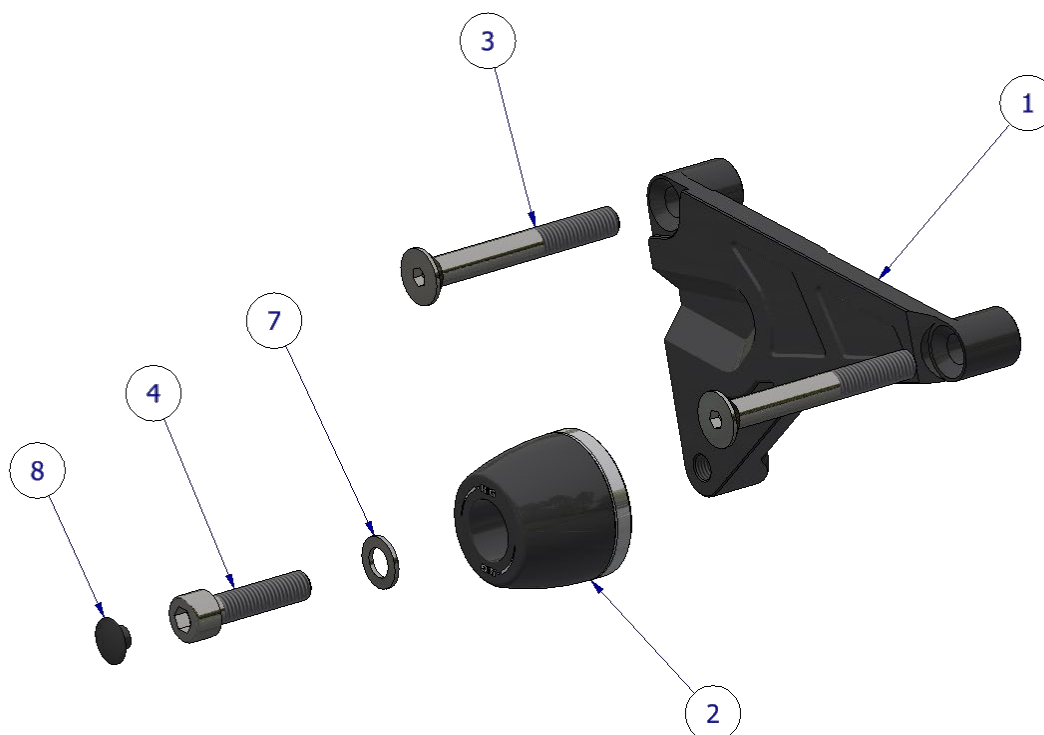
M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

TOOLS REQUIRED

- T50 Torx Key/Socket
- Torque Wrench
- Scissor Jack
- ALLEN KEY SET

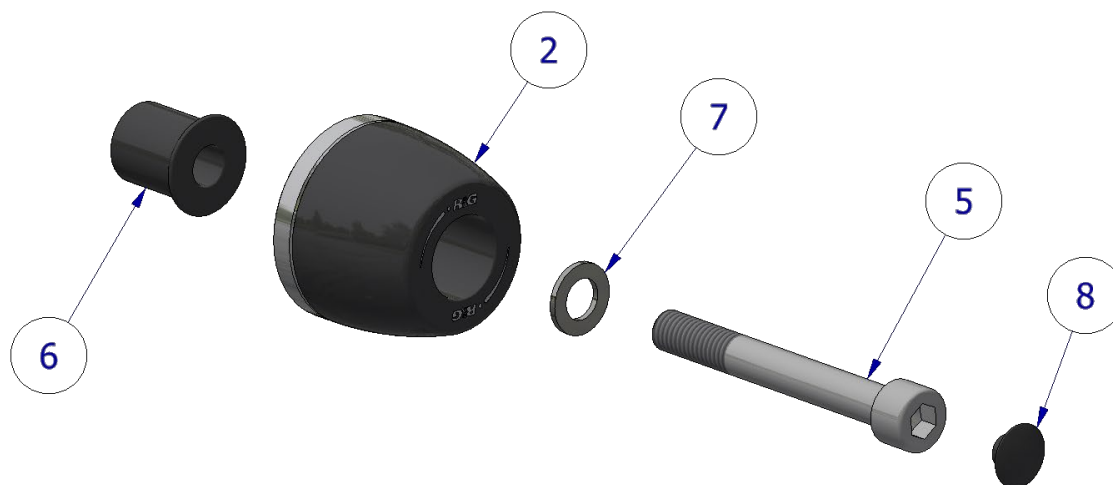
LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	LHS MOUNTING BRACKET	1
ITEM 2	B0576 CRASH BOBBINS WITH COMP SLEEVES FITTED	2
ITEM 3	M10x1.50x75mm COUNTERSUNK BOLT	2
ITEM 4	M10x1.25x40 CAP HEAD BOLT	1
ITEM 5	M10x1.50x90mm CAP HEAD BOLT	1
ITEM 6	RHS SPACER	1
ITEM 7	M10 WASHER	2
ITEM 8	NUT CAP	2
ITEM 9	FS0002 - SELF ADHESIVE FOAM (NOT SHOWN)	2

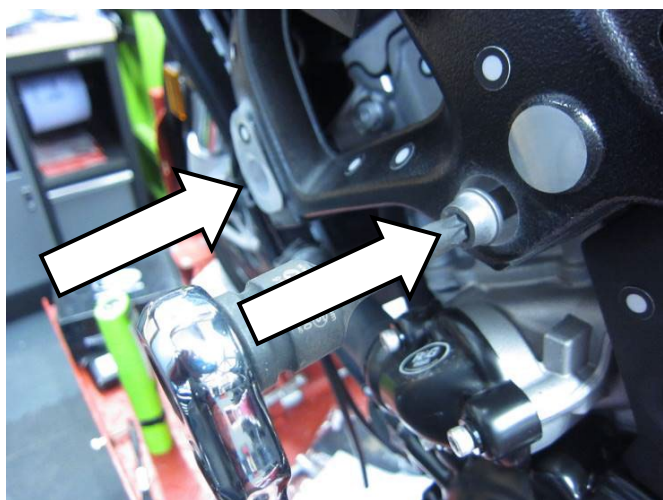
LHS ASSEMBLY



RHS ASSEMBLY



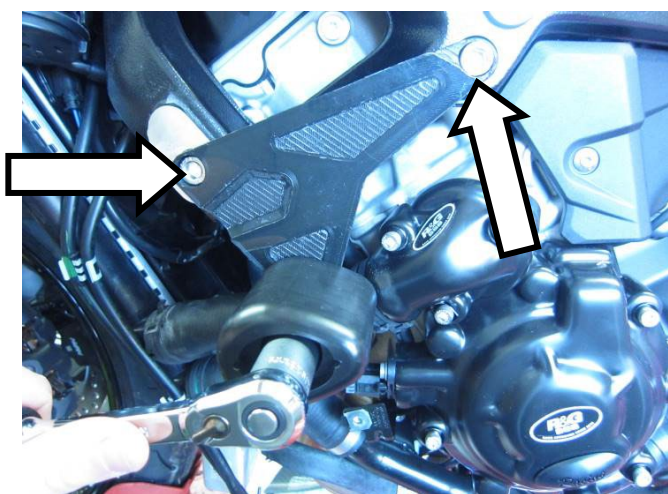
FITTING PICTURES



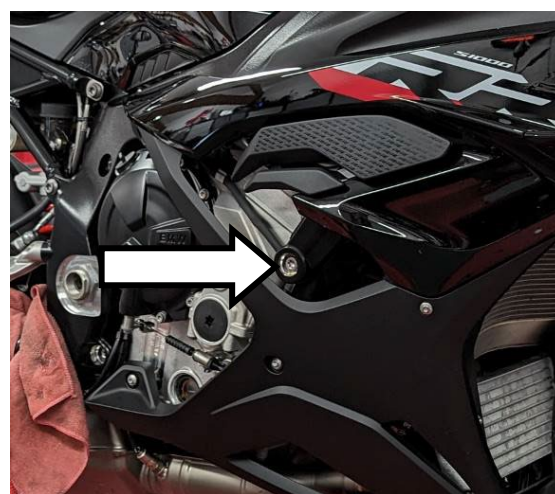
PICTURE 1



PICTURE 2



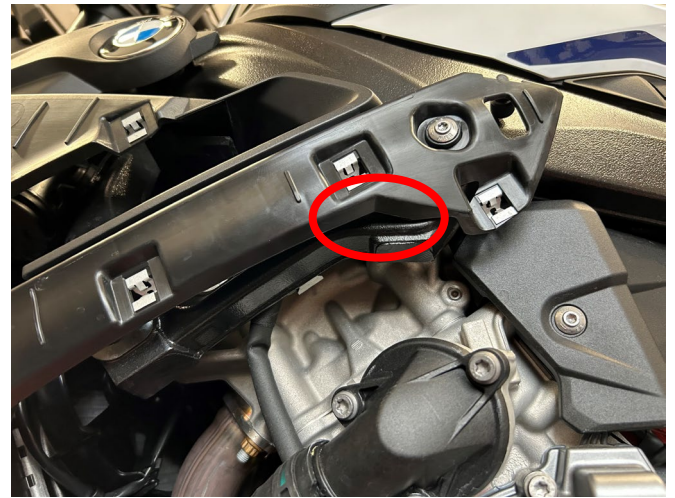
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

FITTING INSTRUCTIONS

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting.

DO NOT REMOVE ENGINE BOLTS FROM BOTH SIDES AT THE SAME TIME.

Left-Hand Side

- Begin by removing the LHS fairing piece according to the manufacturers service manual.
- Remove the LHS engine bolts shown in **picture 1** & **picture 2** using a T50 Torx tool.
- Referring to the assembly diagram on page 3 – fit the Metal bracket M0750 ash shown in **picture 1** using the two countersunk bolts (**item 3**). Torque bolts to the recommended setting.
- Re-fit the fairing as removed – during this stage be careful to avoid contact between the mounting bracket and fairing during fitting.

NOTE: For M1000R Model – The inner plastic fairing will need to be trimmed using a Dremel or similar tool in the area shown in **Picture 6**, this will not be visible once fairing has been re-fitted.

- Because of variation in fairings and wind-flex at higher speeds, it is recommended to place a piece of provided foam (**item 10**) in the areas highlighted in **picture 3** in case of contact.
- Assemble the LHS crash protector assembly according to the assembly diagram on page 2.
- Fix the crash protector into the mount bracket and torque to the recommended specification.

Right-Hand Side

- Remove the engine bolt arrowed in **picture 4** using a T50 Torx tool.
- Assemble the crash protector assembly referring to the RHS assembly diagram on page 3.
- Fix the crash protector into the frame and engine and tighten to the recommended torque.

Before riding, check both sides are secure, and the crash protectors cannot rotate. Check tightness of each side regularly.

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NOTICE DE MONTAGE CP0589 PROTECTIONS CRASH SYMÉTRIQUES



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDUEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :

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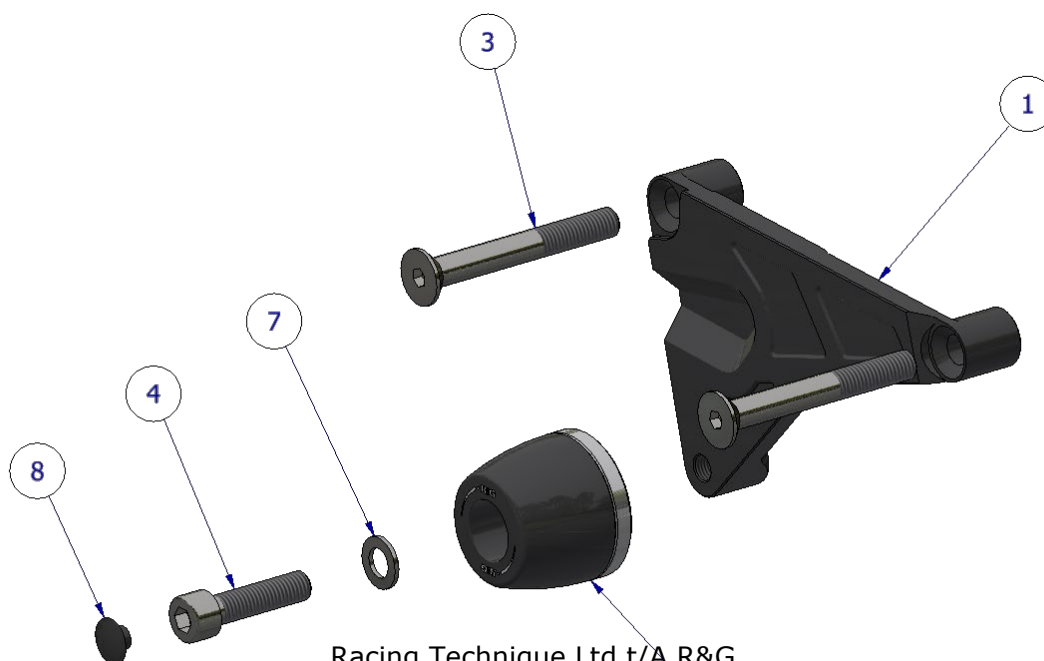


<u>VALEURS DE SERRAGE</u>	<u>OUTILS REQUIS</u>
M4 BOULON = 8Nm	• Clé Torx T50
M5 BOULON = 12Nm	• Clé dynamométrique
M6 BOULON = 15Nm	• Cric à ciseaux
M8 BOULON = 20Nm	• Clés Allen
M10 BOULON = 40Nm	

LÉGENDE

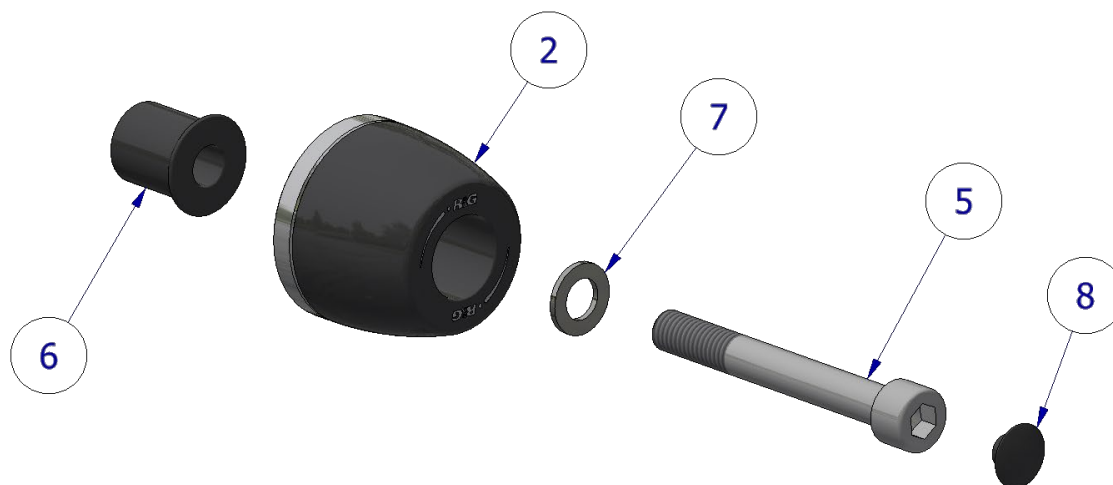
ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	SUPPORT DE MONTAGE CÔTÉ GAUCHE	1
ARTICLE 2	B0576 PROTECTIONS CRASH AVEC MANCHONS DE COMPRESSIONS MONTÉS	2
ARTICLE 3	M10x1.50x75mm BOULON	2
ARTICLE 4	M10x1.25x40 BOULON	1
ARTICLE 5	M10x1.50x90mm BOULON	1
ARTICLE 6	ENTRETOISE CÔTÉ DROIT	1
ARTICLE 7	M10 RONDELLE	2
ARTICLE 8	BOUCHON D'ÉCROU	2
ARTICLE 9	FS0002 – MOUSSE AUTOCOLLANTE (NON INDIQUÉ)	2

ASSEMBLAGE CÔTÉ GAUCHE





ASSEMBLAGE CÔTÉ DROIT



PHOTOS DE MONTAGE

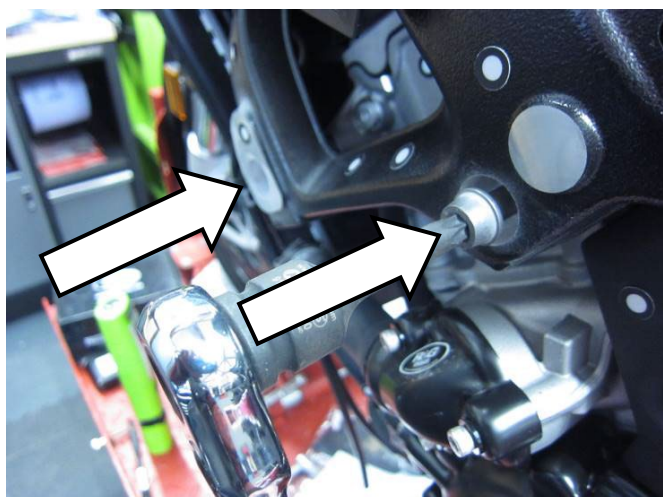


PHOTO 1



PHOTO 2

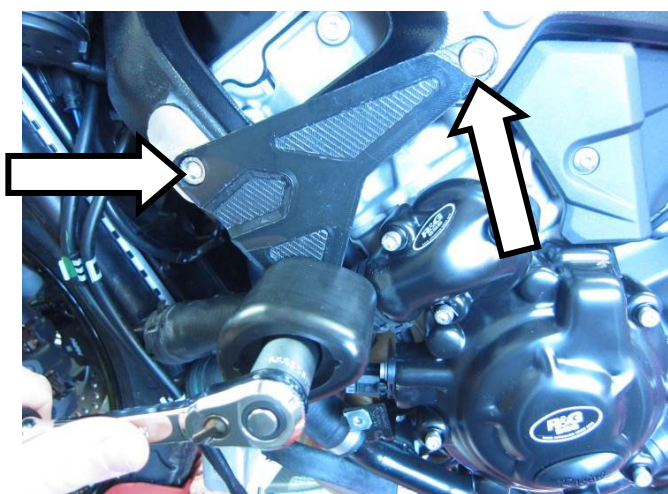


PHOTO 3

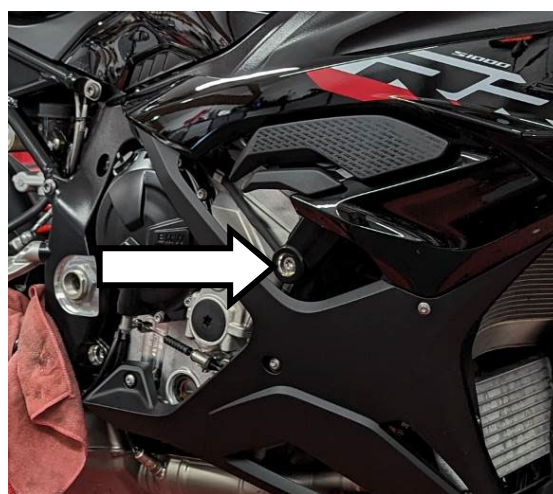


PHOTO 4



PHOTO 5



PHOTO 6

NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage. NE RETIREZ PAS PLUS D'UN BOULON DU MOTEUR À LA FOIS.

NE RETIREZ PAS LES BOULONS DU MOTEUR DES DEUX CÔTÉS EN MÊME TEMPS.

Côté gauche

- Commencez par retirer la pièce de carénage gauche conformément au manuel d'entretien du fabricant.
- Retirez les boulons du moteur gauche illustrés sur la photo 1 et la photo 2 à l'aide d'une clé Torx T50.
- En vous référant au schéma de montage de la page 3, installez le support métallique M0750 illustré sur la photo 1 à l'aide des deux boulons à tête fraisée (article 3). Serrez les boulons au couple recommandé.
- Remontez le carénage tel qu'il a été retiré - pendant cette étape, veillez à éviter tout contact entre le support de montage et le carénage pendant le montage.

NOTE: Pour le modèle M1000R – Le carénage intérieur en plastique devra être coupé à l'aide d'un Dremel ou d'un outil similaire dans la zone indiquée sur la photo 6, cela ne sera pas visible une fois le carénage remonté.

- En raison des variations de carénages et de la flexion au vent à des vitesses plus élevées, il est recommandé de placer un morceau de mousse fourni (article 10) dans les zones mises en évidence sur la photo 3 en cas de contact.
- Assemblez l'ensemble de protection crash côté gauche conformément au schéma d'assemblage de la page 2.
- Fixez la protection crash dans le support de montage et serrez selon la spécification recommandée.

Côté droit

- Retirez le boulon du moteur indiqué par une flèche sur la photo 4 à l'aide d'une clé Torx T50.



- Assemblez l'ensemble de protection crash en vous référant au schéma d'assemblage côté droit à la page 3.
- Fixez la protection crash au cadre et sur le moteur et serrez au couple recommandé.

Avant de rouler, vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas tourner. Vérifiez régulièrement le serrage de chaque côté.

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